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FIRST GROUP

CIVIL AIR PATROL

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.. FIRST ANNIVERSARY ISSUE ..



Warrant Officer HARRY HUTCHENS seems to get quite a kick out of watching Captain JACK McDONALD, of Group Staff, try to find enough room on Warrant Officer AIMEE DEL VAL'S evening dress to pin her service ribbon: Commander KAUFMANN shakes hands with Warrant Officer HARRY HUTCHENS who awarded him with a plaque from the squadron for his work during the past year in organizing and developing the squadron: LT. JOHNNIE HESSELDENZ receives his 2nd LT's bars from Commander KAUFMANN: LT. JEAN DEL VAL removes the red shoulder loops from "Tondelayo's" shoulder. "Tondelayo" as explained to Lt. DEL VAL represents a cross section of our feminine members. Warrant HARRY HUTCHENS and Commander KAUFMANN in the background made the presentation.

Military Ball Is Social Event of Season

A thank-you is due Lt. HARRY HUTCHENS for making such a success of our 1st Anniversary Ball on November 17 at the Hollywood-Roosevelt Hotel. Among our honored guests were Wing Commander Lt. Colonel BERTRAND RHINE and his staff, and Group Staff represented by Captain JACK McDONALD, Lt. Colonel FRANK BEAR, Wing Commander from Arizona, Lt. CHARLES HELM from L. A. 2, Lts. COOK and FORD from L. A. 3, and Captain O'NEIL, AAF Training Liaison Officer.

Commander KAUFMANN was presented with a plaque from Staff in appreciation of his efforts in organizing L. A. 5, and advancing it from a provisional to a full-fledged squadron. We extend our sincere thanks to you, Lt. KAUFMANN for your unceasing and untiring efforts in our behalf.

Lt. JEAN DEL VAL was presented with a reasonable facsimile of "Tondelayo, the

dark-skinned beauty." We hope she will be a perfect model for our b-l-louses, Lt. We won't soon forget that inspiring moment when the mighty Marsellaise was played for Lt. DEL VAL, and it brought to mind the fact that it is being played and sung in France today with more jubilation than ever before.

Service ribbons were awarded to those who had been members of the Squadron for one year and who had devoted a minimum of 250 hours to their duties. Those meriting these awards were Commander KAUFMANN, Lt. DEL VAL, W/O DEL VAL, Lt. HUFFMAN, Lt. HUTCHENS, Lt. MAST, Sgt. O'HARA, W/O WYRICK, W/O ROGERS, Lt. KUTCHERA, Instructor PAUL BROWN, W/O BRADOFISKY, and S/S GEORGIA WHITE. Congratulations and thanks are due these people for their untiring efforts and time devoted to their organization.

Upon presentation of service ribbon to Lt. JEAN DEL VAL, the Commander thought he would be forced to remove one of the many medals and ribbons on Lt. DEL VAL'S tunic, in order to find room for an additional ribbon.

The highlight of the evening was the

presentation of 2nd Lieutenant's bars to W/O JOHN HESSELDENZ. This was a proud moment for everyone, especially the Commander, for he had worn these bars for 2½ years, and it was his wish that they be given to Mr. HESSELDENZ, with the hope that he wouldn't have to wear them for that length of time.

Lt. Colonel RHINE, Captain O'NEIL, and Lt. BANDY led an impressive grand march during the latter part of the evening, following which Lt. MEREDITH steered most of the crowd into a fast-moving Conga. A right flank movement now seems a simple matter after trying to master that tricky Conga.

Dancing continued until 12 o'clock, drawing to a close the first anniversary of L. A. Squadron 5.

**Merry Christmas
from
The Commander
and Staff**

Staff Biography ...



**TRAINING OFFICER
CLYDE KUTCHERA**

Lt. CLYDE R. KUTCHERA was born in a small town in Northern Minnesota on the 11th of November, 1913. He remembers his first sight of aircraft when the Barnstormers landed their Jennies on the frozen lakes of the north country, as winter provided the only landing area at that time. In 1922, California sunshine beckoned, and the Kutchera's answered the call with a 5-week auto trip that culminated with their settling in Huntington Park, where Mr. KUTCHERA resumed his education in Mechanical Arts.

The aviation bug bit him at an early age. He tells of working all of his spare time at the old American Airport on Crenshaw and 48th Street for a few minutes of flying time. In 1929, flying time was selling for a mere \$25.00 per hour. The training he received allowed him to solo after 3 1/2 hours of dual under the direction of PETE LEAMAN, at the Culver City Airport.

In July, 1940, Lt. KUTCHERA joined the ranks of the 1st Aero Squadron of the California State Guard, as Private, working his way up to First Sgt. When the Squadron was dissolved in 1943, he was in charge of training. Not wishing to drop out of the

aviation picture, Lt. KUTCHERA joined the Commander in the California Aero Squadron. The job of training officer was bestowed upon him and he planned some of the Squadron's missions to Quartzite. When the Aero Squadron joined the Civil Air Patrol, Lt. KUTCHERA retained his position as training officer, and is third on the Squadron's officer roster.

With the forthcoming review but a few days away, he hopes his some 400 hours will help him win the spot landing contest in which he is participating for L. A. 5. For the past 10 years, Lt. KUTCHERA has been married to a very attractive native daughter of California, one of a rare species. They have a son and daughter who have been promised flying instruction when they reach the age of sixteen.

With the aid of W/O MEL SMITH as Assistant Training Officer, the training office of L. A. 5 is one of the best. Great plans are in the offing for the coming year, which will probably be the biggest in the history of Civil Air Patrol.

SEASON'S GREETINGS

from
LT. WALTER E. MAST

ED LUBIN has been seen in the office working out huge mathematical problems. It seems he wants to buy an airplane and if about twenty other cadets would join him in his plans they would be able to buy a pretty fine ship. Look out ED that word "if" is the biggest word we have. Anyway anyone with similar dreams should contact him and maybe the ship can become a reality.

Mission No. 7 ...

Mission No. 7 is now in full swing with the following taking part: Pilots, Commander KAUFMANN, Lt. HUFFMAN, S/Sgt. COE, Lt. KUTCHERA, Instructor TODD, and S/Sgt. HERGOTT. Observers, Lt. FAGET, S/Sgt. SHAW, W/O DEWAR, S/Sgt. WHITE, M. CLARK, and M. SHERO.

MERRY CHRISTMAS

and A

HAPPY NEW YEAR

*To All In L. A.
Squadron Five*

M/SGT. WILLCOCKSON

November 22nd was a red letter day for most of us in that we were able to remove our red shoulder loops, at long last. Could it be that they were like those worn by the Japanese Army? Be that as it may—we are now officially a component part of the AAF.

This is the column listing the new members, promotions, and assignments to and changes in offices.

New Members

R. SHERWOOD, R. LAMBERT, M. ZACHA, H. SCHNEIDER, R. BOWEN, J. KEMMERER, A. WHITEHEAD, E. JACOBS, S. SHERWOOD, M. BEYER, R. BEAL, G. GILLESPIE, P. WINN, M. LUCE, J. HAUGHAWOUT, P. COOK, J. NOVAK, C. PORTER, R. DEU PREE, A. JENEWEIN, C. BAUER, E. WATTERUD, F. SUMNER, B. BOWEN, S. DAYTON, I. LAYANA, L. HOOD, and B. MELNIKER.

Promotions

Pfc. DOROTHY WHITCHURCH to Corporal, Cpl. MADELINE GROSS to Sergeant, Pvt. PAMELA LACEY to Private First Class, Cpl. G. S. CRISPIN to Sergeant, Sgt. H. BAILEY to Staff Sergeant, Cpl. JILL BROWNING BUTEL to Sergeant, Sgt. H. GREINETZ to Staff Sergeant, Cpl. R. B. EPSTEIN to Sergeant, Pvt. MYRON STUART to Private First Class, Pfc. L. L. SVEIVEN to Corporal, and Pfc. V. B. JONES to Corporal.

Appointments

Sgt. J. J. MALONEY, Acting Communications Officer, Pfc. PAMELA LACEY, Transportation Office, Sgt. G. S. CRISPIN, Asst. Operations Officer, S/Sgt. H. BAILEY, Asst. Operations, Sgt. JILL BROWNING BUTEL, Asst. Operations, S/Sgt. H. BREINETZ, Acting Engineering Officer, Sgt. R. B. EPSTEIN, Asst. Engineering Officer, Pfc. MYRON STUART, Asst. Staff Intelligence, Cpl. L. L. SVEIVEN, Asst. Staff Intelligence, Cpl. V. B. JONES, Asst. Staff Intelligence, W/O LLOYD B. BRUBAKER, Finance Officer, Sgt. CLIFFORD G. SHAW, Asst. Finance Officer, and Sgt. STEPHEN PETTY, CAPC Training Staff.

MERRY CHRISTMAS!

*To All My Pals in
Squadron Five*

"HOT PILOT" SID CROSSLEY

November 21—

Flight B—103

Flight A— 95

Head of Class—Instructor DANIELSON.

November 28—

Flight E—128

Flight D—106

Head of Class—Miss BENNETT and Miss LACEY.

December 5 (Cadets)—

Flight C— 89

Flight B— 75

Flight A— 77

Head of Class—Miss MAST and Mr. REAGER.

HAPPY HOLIDAYS

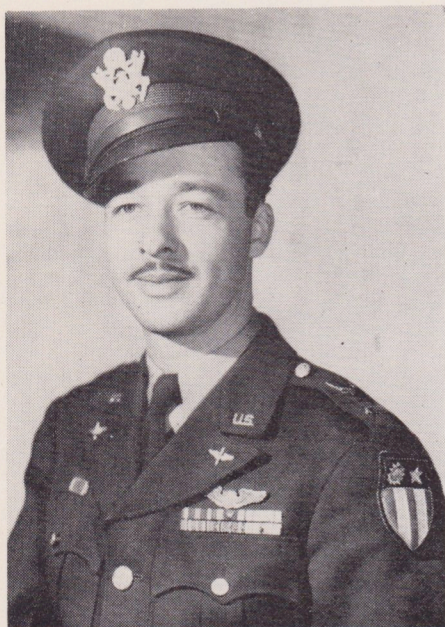
from

**"HUTCH" AND
HESSELDENZ**

HOLIDAY GREETINGS

**COMMANDER AND
MRS. KAUFMANN**

CAP Guest ...



LT. EDDIE HANSEN

Lt. EDDIE HANSEN was our honored guest of the month. He has been in the Air Forces for three years as a C-47 Pilot, and also a Glider pilot. While serving in the California Aero Squadron and the State Guard, he became acquainted with some of our staff officers.

Most of us will remember him by that roll of foreign money he carried, practically covering the length of the Canteen. His statement that CAP is the best organization of its type, and is a great help to the AAF, was very much appreciated. Statements like this are good to hear, especially from one who knows.

We hope Lt. HANSEN will be visiting us again soon.

FLT "D" Meets ...

At a recent meeting held at W/O DEWAR'S home, a number of plans were discussed which would improve the flight. One idea, in particular, was discussed whereby one member of the flight would be a sort of "big sister" to a new member, answering any questions brought up by that member, and guiding her through her basic training, and getting her acquainted with her flight members.

Those attending this meeting were Flight Sgt. MADELEINE GROSS, Guide MARGARET SHERO, Section Leader MARJORIE WALSTROM, Section Leader LA VERNE CRISPIN, and Assistant Section Leader HELEN MURRAY, not to mention the two male members present who drifted in quite unexpectedly. (Names withheld for reasons unknown).

Month's Hop ...

Commander KAUFMANN recently returned from an air jaunt in an Army L3C, and fairly exploded with comments on the hospitality of the citizens of the state of Utah.

It seems that the Commander, S/Sgt. "HAP" BAILEY, and HARRY CHEROFF, the latter not a member of the Squadron, left for Salt Lake City to bring back three Army Observation ships. On the surface, this should have been an uneventful trip, but it proved otherwise.

The trio left Salt Lake in a high overcast, and began climbing for altitude in order to cross a 9600 foot range. After braving a downdraft that dropped their ships nearly 2000 feet in less than two minutes, Commander KAUFMANN discovered that the third ship was unable to regain the altitude and started to encircle the range. After nearly three hours of battling a terrific head wind, the Commander became anxious as the tank only held two and a half hours of fuel including the emergency tank.

Suddenly the prop stopped on Lt. KAUFMANN'S ship and he lost no time setting the aircraft down on the mesquite covered plateau. Sgt. BAILEY, thinking of the long and lonely walk to town, faithfully brought his ship to a landing to keep the Commander company.

The rest of the day and part of the night was spent walking over what seemed most of Utah's never-ending wasteland. When a farm house was finally located, the two travelers discovered that they were on their course but still 15 miles from Delta, their objective. Rapid calculations showed they averaged only a little over 30 miles per hour in the face of the head wind. With the aid of the overly hospitable natives, the duo managed to get to Delta to discover that the third pilot made it to the airport.

The following morning, Lt. KAUFMANN flew gasoline to the two stricken ships, and the trio again started out, this time in a driving rain. Ninety minutes later, they circled over Milford, then landed for the auxiliary field in the outskirts of town. Again Utah's hospitality came to the rescue, when many of the townspeople drove out to the more or less deserted airfield to help them refuel and to take them to town to eat. Some time later, the three airmen arrived at Cedar City, and landed in a veritable lake, refueled again, and left for St. George.

As the ships continued their way westward the rainstorm became so heavy that they were forced to fly an extremely close formation in order to keep in sight of one another. A short distance west of Cedar Cedar a thunderstorm closed in on them, and for a

time the lightning bolts played tag with the three ships. Lt. KAUFMANN assures us that the hail striking the ship rattled only half as loud as his knees did during that brief trip through the storm.

After affecting a landing on the unique table top mesa, which is St. George's Airport, to refuel, the ships again left for Las Vegas. In the face of the driving rain, the formation was broken up and Lt. KAUFMANN decided that flying down a narrow canyon with visibility obscured by the heavy rain, and not knowing where the other ships were, was not exactly the safest thing to do, so he returned to St. George. Apparently Sgt. BAILEY was of the same opinion for five minutes later he too returned to St. George. The third ship made it through to Las Vegas.

The next morning, another attempt was made to cross the range into Nevada. This time the weather closed in on them on the summit, forcing them to turn back again. Half way back, they managed to gain extra altitude and decided to cross the canyon instead of following the pass through. Following Virgin River, they flew between a high and low overcast, glancing back periodically to make sure that the weather was not boxing them in. Lt. KAUFMANN tells of being too scared to look into the yawning canyon below, where a forced landing was out of the question.

Two hours later, they arrived at Sky Harbor Airport in Las Vegas, and were immediately grounded by a seemingly impenetrable Nimbus Cloud. ATC assured them that no clearance could be obtained into Los Angeles and that the weather would be zero zero for at least three days, so our friends boarded a bus and left for home. No sooner did the bus leave Las Vegas than it emerged into a beautiful blue sky, which was evident most of the way home. Needless to say, the ears of certain persons in the Los Angeles Office of the Weather Bureau must have been burning for the entire ten hours it took for the bus to get to Los Angeles, and Sgt. BAILEY'S fingernails are bitten off to the first digits of his fingers.

Two weeks later, the three men finally returned to Las Vegas and brought the ships home.

There is nothing like an airplane for fast travel, eh?

The Quiz Contest now ranging between flights has a two-fold purpose. It not only affords an amusing and entertaining conclusion to the general meeting, but certainly brings out the shortcomings of our members. It makes us all realize that we do not know everything yet, and that there is more to learn.



SEASON'S GREETINGS

BRUBAKER

Things to remember—A certain CAP member in uniform, stopping at a Standard Oil Station, being mistaken for one of the attendants. Fill 'er up, George!

CAPC Visitors ...

Nice to see BLACKIE GOLDSTEIN of the Air Forces back with us for a visit. He's stationed in Salt Lake City. ROBERT BERRY now with the Merchant Marine also visited us. Come back soon fellows.

New mode of travel, when the gas supply runs low: Commander "Putt Putt" KAUFMANN on his little red motor scooter.

SEASON'S GREETINGS

CPL. W/O
HARVEY BETTY
D E W A R

Taking part in the Bombing Mission are R. H. COE, Pilot, and M. SHERO, Observer, and in the Spot Landing Mission, Lt. KUTCHERA and Lt. FAGET. December 17th is the date. Squadrons 1, 2, 3, San Fernando Valley, and 5 will be participating, so there'll be plenty of planes and excitement.

SEASON'S GREETINGS

from

JEAN AND MYRON STUART

New Member Tireless Worker

The Commander's wife, who has worked so faithfully with the Squadron since before its conception, is now a full-fledged member of L. A. 5. For those who don't know her, she's the very charming lady who, quote, does all the work in the office, unquote. Congratulations to Ivey, as we all know her.

HAPPY HOLIDAYS

THE
SERGEANTS SHAW

News Notes ...

We are told that new class credit cards are being printed, which will be carried by all members. These cards will show all the subject matter on the CAP curriculum and will be initialed by the instructor on the completion of each subject.

☆

From the same source, we learn that our Observers will too have an official card on the backside of which will all official Observer time is credited and accumulated. This card will, when completely filled out with the required Observer hours, be taken to the Operations Officer who will then instigate an application for the Observer's rating of that member.

START NEW YEAR

RIGHT!

PAY YOUR DUES!

SEASON'S GREETINGS

W/O AIMEE DEL VAL
LT. JEAN DEL VAL

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